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COUNTRY Soviet zone of Germany REPORT NO. 25X1A2g
 TOPIC Transit Rail Traffic at the Scheune Border Crossing Station

25X1X6

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Scheune (O 54/Q 45) - Tantow (O 54/Q 43) - Angermuende (N 54/Q 20) railroad line. Observations made between 1 and 3 March 1950 at Tantow.

a. Passenger traffic:

two scheduled trains were running every day; towards Angermuende at 9 a.m. and 3:30 p.m. and from Angermuende at 10:40 a.m. and 5 p.m.

b. Freight traffic:

Number of trains observed: On 1 March 1950 four trains proceeding in the direction of Stettin (O 54/Q 55), each composed of 30 cars loaded with boxes and timber. On 2 March 1950 three trains going towards Stettin loaded with boxes, timber, scrap and coal in addition to cannibalized aircraft engine parts. Only empty trains were seen coming from Stettin. Two were observed in the night of 1 March 1950, one train each at noon and in the afternoon of 2 March 1950, four on 3 March 1950.

2. Scheune - Grambow (O 54/Q 35) - Pasewalk (N 54/Q 16) railroad line, which was observed from Grambow on 4 and 5 March 1950.

a. Passenger traffic:

(1) Two scheduled trains on the Pasewalk - Grambow line, i.e. at 7 and 12 p.m. from Pasewalk and at 12:15 a.m. and 7:10 p.m. to Pasewalk.

(2) Transit traffic to and from Stettin: Two scheduled trains at 8:15 a.m. and 1 p.m. to Stettin and at 10:10 a.m. and 5 p.m. from Stettin.

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(3) only few soviet soldiers were seen on the trains between Pasewalk and Granbow.

On each of the transit trains to and from Stettin about 10 officers and the same number of Russian civilians were noticed in the coaches reserved for members of the occupation army.

b. Freight traffic:

(1) No military shipments or other noteworthy shipments were seen.

(2) Trains proceeding in the direction of Stettin:

(a) On 4 March 1950 about 4 p.m., one freight train of 40 cars including 21 boxcars. The flatcars were loaded with large new boxes (apparently machine parts), timber and potassium.

(b) During the night of 4 March, one train of 23 cars loaded with timber and scrap; one train of 26 cars, one boxcar loaded with bicycles.

(c) On 5 March 1950 about 5 a.m., one train of about 30 cars loaded with timber; about 7 p.m. one train of about 20 cars loaded with scrap and fertilizers.

(3) The following empty trains were observed coming from the direction of Stettin:

On 4 March 1950, during the day six trains of 40 cars each; on 5 March 1950, in the evening, two trains of 50 cars each.

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comment:

The two mentioned lines converge near Scheune, the German railroad station on the border of the Polish occupied territory of Germany, and then lead to Stettin. The first line (para 1) is a branch line handling no transit passenger traffic. The second line (para 2) is a main line. The mentioned two transit trains, one of them an express train, operate on this line.

According to the pertinent statistics of the Eastern Zone railways an average of four to six trains pass through the border station of Scheune in both directions. The report therefore seems credible.

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